

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T 50X1-HUM 50X1-HUM

COUNTRY USSR REPORT  
SUBJECT USSR Town Plan Information: DATE DISTR. 9 July 1962  
Bryansk, Chimkent, Liepaja, NO. PAGES 2  
Novograd Volinskiy, Panevezys, REFERENCES RD  
Riga, Tayshet, and Tbilisi  
(lead pit in Chimkent rumored to be secret military pit - suspect activities, facilities, manpower, security)  
DATE OF INFO. 50X1-HUM  
PLACE & DATE ACQ. 50X1-HUM

THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

reports containing very general town plan information

a - Bryansk (N 53-15, E 34-22). general information on industrial and military installations (no details on units) in Bryansk. (9 pages with overlay, 1:12,500, identifying 20 points)

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b - Chimkent (N 42-18, E 69-36). Residents of Chimkent thought that the Chimkentskiy Svintsovoy Zavod, a lead plant which was rumored to have 5,000 employees, was a secret military plant of a very special type. The only similar Soviet plant was said to be located in the Ukrainian SSR. According to rumor, the works manufactured essential materials for aircraft, artillery, and other military industries. It was located five or six kilometers south of the town center, at Stantsiya Svintsovoy, about two kilometers from the west side of the railroad and was served by a special railroad spur.

The lead plant had special departments whose employees worked in five-hour shifts and some of whom wore respirators during their work. the work in the special departments involved the handling of harmful chemicals; the health of even the most robust workers deteriorated in about two years, and they had to be transferred to other parts of the plant. The workers in the special departments took frequent medical examinations and received special free allowances of food (milk, butter, oils). Their wages were higher than those of workers in other

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR	X	NIC	X	DIA	X
(Note: Washington distribution indicated by "X"; Field distribution by "#")															

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parts of the plant. The majority of employees of the entire works were fitters and mechanics. [redacted] there was a high 50X1-HUM rate at the plant because of food poisoning. However, the food supplies were far better than at other factories in town. Shops in the Svintsovoy housing area surrounding the works were stocked with goods which were unobtainable in other parts of Chimkent. The shops were open to all townspeople, not just to employees of the plant. The lead works occupied an area of approximately two square kilometers, surrounded by a barbed wire fence. There were no watchtowers around the fence, but armed guards were stationed along it at intervals of several tens of meters. The guards were civilians who wore special uniforms and carried rifles. In the plant area were numerous single, two, and three-story buildings; red and white brick stacks, some of which were about 50 meters high; and heaps of iron and coal. Railway rolling stock entering the plant consisted of standard open cars and boxcars which appeared to have no special escorts. [redacted]

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The report includes brief descriptions and locations of other industrial-military-public institutions. (7 pages)

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c - Liepaja (N 56-31, E 21-01). [redacted] information on the old section of Liepaja only. Value of the report is limited to a listing of street name changes. (4 pages)

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d - Novograd Volinskiy (N 50-36, E 27-37). [redacted] A listing of small factories and institutions by street locations. (3 pages)

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e - Panevezys (N 55-44, E 24-21). [redacted] Lists industrial enterprises and public institutions by street locations. The town garrison consisted of airforce units only, concentrated in a cantonment at Pajuostis, about three or four kilometers from the center of Panevezys. The cantonment was next to a military airfield and both were surrounded by barbed wire fences. [redacted] (7 pages)

f. Riga (N 56-57, E 24-06). [redacted] Riga town plan with a 29-point legend.

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g - Tayshet (N 55-57, E 98-00). [redacted] Tayshet [redacted] a stop on the Trans-Siberian Railroad with a population of 70,000. Twelve sets of tracks passed through the RR station yards. The city was not industrialized and its economy centered around the lumber industry. Lists directorates of the lumber industry and light industry plants and public buildings in Tayshet. (7 pages)

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h - Tbilisi (N 41-42, E 44-45). [redacted] lists public and industrial institutions [redacted] by rayon but could [redacted] Aircraft Plant 31, [redacted] was related to the aircraft industry. [redacted]

Construction on a subway was begun in 1954 or 1955. Work proceeded slowly and by early 1961 it was still not clear whether or not the work had been completed or when the subway would be opened for use. (8 pages)

Distribution of Attachment:

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1. Bryansk /N 53-15, E 34-22/, a regional capital, had a

population of 300,000, most of whom were Russians, with 50X1-HUM  
several thousand Belorussians. Most of its residential  
buildings were single-story wooden structures, although  
there were stone buildings downtown. Its streets were asphalt-  
surfaced, and along the main street, Ul. Kalinin (formerly III-  
Ya Internatsionalnaya), were over 200 stone houses. Most of  
the institutions and offices of the regional and municipal  
governments were located on Gorki, Sovetskaya, and Lenin  
Streets, where the buildings were two to four stories high and  
also of stone construction. Houses on the main streets (but  
not on the side streets ) were connected to the central sewage,  
gas, and water supply systems. The city quarters were named  
Bezhitskii, Sovetskii, Bryanskii, Brianskii Pervyi, and Brianskii  
Vtoroi.

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2. Bezhitsa Quarter had been a separate city until approximately 1948; in the 1950's it became the city's major industrial center. All of its buildings were of stone, the streets were asphalt-surfaced, and central sewage, gas, and water supply systems were maintained. Among the industries in the quarter were separate plants for the repair and construction of rolling stock and for the manufacture of phosphates, agricultural machinery, and tanks. Bezhitsa was about 12 kilometers from downtown Bryansk and was sometimes referred to as Bryansk III.
3. The steep angle of many streets of Bryansk, which lay in the foothills of mountains, made transportation difficult in winter and caused many traffic accidents. The spring floods of the Desna River, which passed through the city, frequently damaged and destroyed bridges, also impeding traffic. The public transportation system <sup>used</sup> buses only, along interconnecting routes on the city's main streets. The central bus station was near the market, at the corner of Sovetskaya and Kalinin Streets, and had garages on Krasnoarmeyskaya Street. Fuel for the buses and other needs of the city was supplied by the POL dump, which was behind the bridge over the Desna River, on the road to Bryansk II. Trolleybus lines were being laid out in the city in 1959.
4. The city's hilly topography and the Desna River necessitated the construction of many bridges in the city, including the following:

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- a. Two identical bridges, for both pedestrians and vehicles, on Fokin Street, over a valley. Both were built entirely of wood, were 500 meters long and 20 to 25 meters wide, and were constantly undergoing repairs. One was near the MVD building, and the other was near the intersection of Fokin and Gorki Streets. There were houses beneath both bridges.
- b. The bridge over the Desna River, at the beginning of Kalinin Street and leading to Bryansk II, was also entirely of wood and was about 400 meters long and 30 meters wide. Construction of a reinforced-concrete bridge was begun nearby in 1959. According to hearsay, the new bridge was to be 319 meters long. Only earthen embankments had been erected at the site in February 1959.
- c. An iron railway bridge and a wooden road bridge were located near the railway freight station, over hilly terrain. A wooden overpass for pedestrians was situated above the tracks in the station area.
- d. Another bridge over the Desna River, located at the beginning of Sovetskaya Street, led to Bryansk I and the railway passenger station. It was approximately 300 meters long and 25 meters wide, with wooden span and abutments.

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- e. A reinforced-concrete overpass for pedestrians was near the railway passenger station.
  - f. At the beginning of Gorki Street was another bridge leading to Bryansk I; very old, narrow, and about 300 meters long, it was used by pedestrians only.
  - g. A wooden road bridge spanned the Desna River at a point about one kilometer from Bezhitsa on the road to Bryansk. It was approximately 200 meters long and 25 meters wide.
5. The city railway freight station was in Bryansk II, about five kilometers from the downtown area. The yard of the old, wooden station building had about 50 sets of tracks. There was a small volume of passenger traffic through the station. The city passenger station was in Bryansk I, also about five kilometers from downtown Bryansk. It had four station platforms, approximately 20 sets of tracks, and a two-story station building which was built in 1953. Trains using the station passed through a tunnel (informant had no details).
6. The following public and governmental institutions and offices were in Bryansk:
- a. The city fire fighting brigade, on the second floor of a two-story building near the Stalin Clothing Factory (the first floor was occupied by a garage).

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- b. The State Bank, opposite the Agricultural Institute on Gorki Street.
- c. The City KGB offices, in a four-story building on Gorki Street.
- d. The regional MVD and milita offices (formerly on Kalinin Street), in a four-story building at 37 Gorki Street, corner of Marx Street, the building was completed after 1950.
- e. The regional prosecutor's office, in a two-story building on Gorki Street, about 600 meters past Oktyabrskaya Street (toward the stadium).
- f. The city jail (KPZ), on Sovetskaya Street near the stadium. Bryansk had no regular prison, and prisoners awaiting trial were kept at the jail; after their trials, prisoners were sent to a camp across the river in Bryansk I.
- g. The regional court, on Gorki Street, about 10 buildings past the MVD (toward Lunacharsky Street).
- h. People's Courts: of the First District, in Bryansk I; of the Second District, on Fokin Street; and of the Third District, on Lenin Street in a building shared with a hotel.
- i. TU Council, on the second floor of a large two-story building on Lenin Street.
- j. The Oktyabrskoe movie theater, on the first floor of the

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TU Council building; its ceiling fell during a performance in 1959, killing many of the audience, but the newspapers did not report the incident.

- k. The Bryanskii Rabochii, daily newspaper, whose editorial offices were on Lenin Street and whose presses were in a two-story building on Sovetskaya Street.
  - l. The main post and telegraph offices and telephone exchange, in a three-story building on Gorki Street.
  - m. The radio broadcasting station, on Lenin Street.
  - n. The television station, under construction at the corner of Fokin and Lenin Streets.
  - o. The municipal council and "House of the Soviet", in a newly-built hotel on Lenin Square.
7. Schools in Bryansk included a Party school, housed in a four-story building on Kalinin Street; and the Agricultural Institute, at the corner of Sovetskaya and Oktyabrskaya Streets, where numerous foreigners studied.
8. Industrial plants in Bryansk (in addition to those in Bezhitsa) were:
- a. A meat combine, located near the railway freight station in Bryansk II.
  - b. The Stalin Clothing Factory on Kalinin Street, which employed about 2000 workers in three shifts. It also

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produced military uniforms and, according to hearsay, chemically-treated certain (unspecified) types of clothing. The factory maintained its own small hospital.

- c. A machine construction plant on Kalinin Street, which produced agricultural machinery. It worked in three shifts.
9. The following military installations were located in the area:
- a. A military base, consisting of several barracks and many store buildings, was located between the Desna River and Kalinin Street in an area surrounded by a stone wall. (Informant had no information on units stated there or contents of the stores.)
  - b. The officers' club was in a two - story building on Kalinin Street. Soldiers were billeted in the cellar of the building.
  - c. A camp housing an air force unit was located on the side of Sovetskaya Street nearest the Desna River, between Lenin Square and the Stadium. It contained a number of barracks, each two stories high and about 25 meters long. Members of the unit occupying the camp maintained the military airfield near Bryansk. They wore green caps and shoulderboards, with spread-wings insignia on the latter. Their top officers held the rank of colonel, but generals frequently visited the unit.

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- d. The military airfield was located six kilometers from Bryansk on the road to Bezhitsa. The airfield was in an area surrounded by a stone wall about two meters high and was situated about 200 to 300 meters from the highway, to which it was connected by a dirt road. On the Bryansk-Bezhitsa bus route, "Gorodishche," the bus stop by the field, was called by the conductor. A poselok, which was part of Bryansk, was located near the bus stop; it had several one-story wooden houses. No identification check was made on the bus when passing the airfield. The field's runways were concrete-surfaced. About 20 hangars, in a row, were easily discernible at the airfield; they had tin semi-circular roofs and held one aircraft each. According to frequent riders on the bus, the aircraft in the hangars were jets. About ten YAK-18's were parked nearby. The airfield could not be seen from trains leaving Bryansk.
10. Hospitals in Bryansk were the railways hospital, in two four-story buildings not far from the freight station, on the south side of the highway from Bryansk to Orel [N 52-55, E 36-05]; and the city hospital, in a large two-story building near the jail, between Gorki, and Sovetskaya Streets.

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11. Attached is a town plan (1:12,500), with legend, of Bryansk.

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Legend to Town Plan of Bryansk

1. Bridge over the Desna River leading to Bryansk II.
2. Bridge over the Desna River leading to Bryansk I.
3. Old Bridge over the Desna for pedestrians only.
4. Bridge on Fokin Street.
5. Bridge on Fokin Street.
6. Military stores.
7. Fire fighting brigade.
8. Stalin Clothing Factory.
9. Officers' club.
10. People's Court of the Third District and a hotel.
11. TU Council and a movie theater.
12. Presses of the Bryanskii Rabochii, the daily newspaper.
13. MVD and militia offices.
14. Agricultural machinery plant.
15. Agricultural Institute.
16. State Bank.
17. KGB offices.
18. Jail.
19. Hospital.
20. Party school.

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BRYANSK

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1. Chimkent [N 42-18, E 69-36], a regional town in southern

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Kazakhstan, had a population of 200,000 to 300,000, the majority of 50X1-HUM whom were Russians and Uzbeks, and the remainder Chechens, Greeks, Kazakhs, and other nationalities.

2. Among the larger industrial plants in Chimkent were the following:

- a. The Chimkentskiy Svintsovoy Zavod, a lead works, which was an old plant and the largest in town was rumored to employ about 5000 workers in three shifts. Residents of Chimkent thought that it was a secret military plant of a very special type; the only similar Soviet plant was said to be located in the Ukrainian SSR. According to rumor, the works manufactured essential materials for aircraft, artillery, and other military industries. It was located five or six kilometers south of the town center, at Stantsiya Svintsovoy, the first station

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the Chimkent-Tashkent railroad line. The station, which was named after the lead works, was some eight to ten minutes' travel from the Chimkent station. The works was situated about two kilometers from the west side of the railroad line and was served by a special railroad spur. The plant had special departments, whose employees worked in five-hour shifts and some of whom wore respirators during their work. According to one employee, the work in the special departments involved the handling of harmful chemicals; the health of even the most robust workers deteriorated in about two years, and they had to be transferred to other parts of the plant. The workers in the special departments took frequent medical examinations and received special free allowances of food (milk, butter, oils). Their wages were higher than those of workers in other parts of the plant. The majority of employees of the entire works were fitters and mechanics. Informant had heard that there was a high mortality rate at the plant because of food poisoning. However, the food supplies were far better than at other factories in town. Shops in the Svintsovoy housing area surrounding the works were stocked with goods which were unobtainable in other parts of Chimkent. The shops were open to all townspeople, not just to employees of the plant. The lead works occupied an area of approximately two square kilometers, surrounded by a barbed wire fence. There were no watch towers around the fence, but armed guards were stationed along it at intervals of several tens of meters. The guards were civilians (~~voenizirevanaya okhrana~~) who wore special uniforms and carried rifles. In the plant area were numerous single, two, and three-story buildings; red and white brick

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stacks, some of which were about 50 meters high; and heaps of iron and coal. Railway rolling stock entering the plant consisted of standard open cars and box cars which appeared to have no special escorts. Informant did not know whether the lead works had any military personnel or representation.

- b. The Khim-Farm Zavod, a pharmaceutical chemicals factory, was about two kilometers from the lead works, some 300 to 400 meters from the left side of Svintsovskoye Shose, a road leading to the market (Zeleniy Bazar) in the old part of Chimkent (Stariy Gorod). The Khim-Farm factory had departments (thought they were secret) which had some connection with poisonous materials. The factory employed about 1000 workers in three shifts and was served by a railroad spur from the Chimkent station. Rolling stock entering the plant carried large glass vessels in wicker baskets. The cars were not accompanied by any escorts other than normal railroad personnel.
- c. The Tsementniy Zavod, a cement factory, began production in 1957. The plant was located in an open field about one kilometer from the northwest side of the railroad track from Chimkent to Dzhambul [N 42-54, E 71-22]; it was 0.5 kilometers from the last building on Stalina, a street two kilometers long which branched off Sovetskaya Street, the main street in Chimkent.
- d. A large brick factory, which employed about 1000 workers in three shifts, was located in the vicinity of the cement plant.

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- e. The Maslo-Zavod, a dairy products factory, was located in t<sup>50X1-HUM</sup> vicinity of the Khim-Farm factory and employed about 500 workers in three shifts.

3. The town's four power stations were at the following locations: at the lead works, supplying current to both the ~~Q~~rk and the town; at the dairy products factory, supplying current only to this plant; in the vicinity of the railroad station, supplying current to the station and auxiliary installations; and at the end of Tukayeva Street. The fourth power station, which, was the town station and the largest in Chimkent, consisted of three single-story buildings with one stack 50 meters high, in an area of 100 square meters.

4. The Chimkent railroad station, with 12 tracks, was for both passenger and freight traffic. <sup>freight</sup> ~~passenger~~ warehouses were at both ends of the two-story station building. The warehouse on the east side of the building was a single-story timber structure 40 to 50 meters long; on the west side of the building were several single-story warehouses of timber and brick, extending for approximately one kilometer.

5. The Chimkentskaya Krepost was the largest military installation in Chimkent. It was an ancient fortress situated on a hill midway between the town market and the railroad station. The distance from the station to the market was about two kilometers (by way of a street which may have been Vokzal'naya). [The Chimkentskaya Krepost was occupied by air force personnel and, according to hearsay, housed an air force school. The only airfield in town was said to be located on Mel'naya Street, at the corner of Uzbekskaya Street. The barracks, which consisted of a small two-story building, housed an infantry unit of about 50 men.]

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6. The following public institutions were in Chimkent:
- a. The Oblispolkom was located on the right side and in ~~the center of the~~ <sup>the center of the</sup> ~~block on~~ <sup>block on</sup> Sovetskaya Street, coming from the town market; it occupied a three-story building opposite the largest park, Park Kulthry I Otdykha.
  - b. The Obkompartii occupied a three-story building near the Oblispolkom, on the same side of Sovetskaya Street.
  - c. The Regional MVD Directorate was in a single-story building on the left side of Turkestanskaya Street coming from , and close to [sic], Sovetskaya Street.
  - d. The MVD offices were located at 43 or 45 Sovetskaya Street, opposite the KGB Directorate.
  - e. The KGB Directorate (possible Regional) occupied a two-story building at 38 Sovetskaya Street, on the right side of the street coming from the market.
  - f. The Town and Regional Militia Directorate occupied a single-story building on Turkestanskaya Street, opposite the MVD Directorate.
  - g. A large transit prison was on the corner of Vokzalnaya Street, which led from the market to the railroad station and Svintsovskoye Shose. The permanent town prison was near the Regional Militia Directorate.
  - h. The Gorsovet occupied a long three-story building on the left side of Sovetskaya Street, coming from the market.

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- i. The central post office was housed in a large three-story building on Sovetskaya (Informant thought at No. 10), at the corner of Turkestanskaya Street, about 100 meters before the Oblispolkom coming from the market.
  - j. The telephone exchange and telegraph office were in a single-story building opposite the post office.
  - k. The town fire station was in a three-story building with a large courtyard on Turkestanskaya Street; it was the third building from the corner of Turkestanskaya and Sovetskaya Streets.
  - l. The regional Gos-Bank offices were located near the fire station, on the right side of Turkestanskaya Street coming from Sovetskaya Street.
  - m. A large tricot goods factory and the town bath house were situated next to each other about 100 meters from the Gos-Bank, on the left side of Turkestanskaya Street coming from Sovetskaya Street.
7. The town's public transportation was provided by buses and taxis; there were no trolleybuses or trams. Informant knew no details of the five or six bus routes, other than that they were on streets such as Lenina, Stalina, Sovetskaya, Turkestanskaya, and Vokzalnaya. The Chimkent lead works had its own buses for carrying employees to and from town. The town buses were operated daily between 0600 and 2400 hours. The main stands of the few taxis in town were located by the Gorsovet, by the Lenin statue at the end of Sovetskaya Street, and by the railroad station.
8. In 1956 and 1957 central water and sewage systems were installed in Sovetskaya and Stalina Streets. In 1959 there were no signs of the

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installation of such networks in any other part of town. The majority of the population obtained drinking water from open wells or from the canal which bisected the town. 50X1-HUM

9. Most of the buildings in Chimkent were old clay structures. There were modern three-story brick buildings only on Sovetskaya and Stalina Streets and around the lead works, where construction was begun in 1955 on the former site of clay houses. The authorities planned to demolish clay buildings in other parts of town and replace them with fine new brick buildings. However, the work was progressing very slowly. Only Sovetskaya, Stalina, Lenina, and Surkestanskaya Streets were asphalt-surfaced, the remainder surfaced with small stones. Access roads to Chimkent and those connecting it with other towns were also surfaced with small stones. The road to Tashkent was the only asphalt-surfaced main highway; the surfacing work was started only in the 1950's and was completed only for a stretch of about six to eight kilometers from Chimkent.

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1. From 1948 until early 1960, Liyepaya was considered a border zone 50X1-HUM

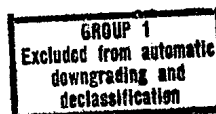
town (pogranichnaya zona), and special permits were required for nonresidents to enter the city and to purchase railroad tickets.

Permanent residents of Liyepaya possessed identity cards (pasport) with a special stamp enabling them to enter the town. These stamps read "Border Zone No. 1" (Pervaya Pogranichnaya Zona) until 1953 or 1954, at which time they were changed to read "Citizen of the Town of Liyepaya" (Zhitel Goroda Liepaya). In early 1960, all of these restrictions were lifted, and Soviet citizens could enter or leave the town freely. Permanent residents, however, were still required to have resident permits.

2. The commercial port of Liyepaya was surrounded by barbed wire and closed to all but those people with special permits. Informant

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knew nothing else about the port facilities or shipyard installations, nor did he know anything of military objectives in the area.

3. Industry in the town included: a factory for agricultural machinery, which was located at the site of some prewar railroad workshops; a former wire factory, called Sarkanais Metalurg., which had been considerably expanded and had become one of the largest enterprises in Liyepaya; and the former linoleum and cork factories, which had merged and were operating on the grounds of the linoleum factory.
4. Public institutions in the town included the following:
  - a. The district and town Militia and KGB, which occupied a multistoried building at 8 Krisjanu Baronu Iela.
  - b. The district prosecutor's office and Militia, on Rokstvezu Iela.
  - c. The Municipal Council (Gorispolkom), which occupied the former building of the regional count, at 25-ta Oktobra Iela.
  - d. The central post office, telephone exchange and telegraph office, at the corner of Pasta Iela and Radio Iela.
5. The following street name changes in the old city were reported:

<u>Old Name</u>	<u>New Name</u>
Kurmajas Prospekt	Padomju Prospekt
Nikolaja Iela	Republikas Iela
Baznicas Iela	Komunala Iela
Peldu Iela	Komjaunatnes Iela

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Old Name (continued)New Name (continued)

Jazepa Iela

Kurzemes Iela

Ludvika Iela

8-Marta Iela

Dartas Iela

Jana Kosa Iela

Veca Jurmalas Iela (formerly  
Jauma Jurmalas Iela)

Petera Stucka Iela

Gintera Iela

21 Julijas Iela

Petera Iela

Kursu Iela

Rozu Iela

25<sup>ta</sup> Oktobra Iela

Ulina Iela

Uzvaras Iela

Lorenca Iela

Krisjanu Baronu Iela

Vilhelminas Iela

Krisjan Valdemara Iela

Bruninieku Iela

Pioneru Iela

Rozu Laukumus

Uzvaras Laukumus (square)

Tirgonu Iela &amp; Liela Iela

Lenina Iela

Juliana Iela

Brivzemnieku Iela

Helenes Iela

Pasta Iela

Ungera Iela

Avotu Iela

Jekoba Iela

Radio Iela

Mikela Iela

Celtneku Iela

Korsakevica Iela

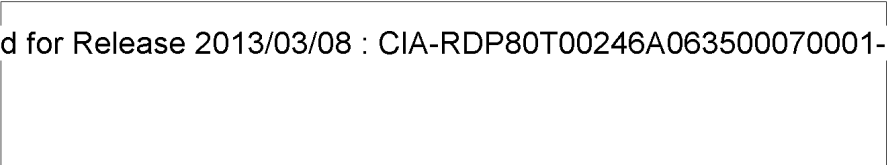
Sporta Iela

Toma Iela

Mikela Bukas Iela

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Old Name (continued)

New Name (continued)

Barenu Iela

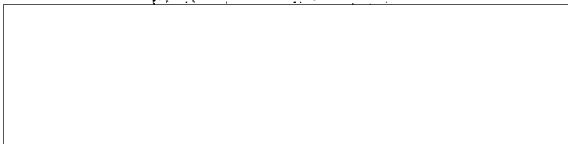
17 Julija Iela

Ganibu Iela

Suvorova Iela

Grandu Iela

K. Marksa Iela



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- D 1. In 1958 Novograd Volinskiy [N 50-36, E 27-37], a rayon center in the 50X1-HUM Zhitomir oblast, had a population of 40,000, 75 percent of whom were Ukrainians and Russians. Being an agricultural center, the city was not developed industrially. Most of the buildings in Novograd Volinskiy were single-story structures, although two and three-story buildings had been constructed since World War II. The main streets in town, such as Sovetskaya, Mezhdunarodnaya, and Lenina, were paved with stone, while the side streets were unsurfaced. The only bus route was that which extended from the army camp in the southwest to the railroad station, via Mezhdunarodnaya and Lenina.
2. In 1958, the military force which was stationed in Novograd Volinskiy was much smaller than it had been in 1939, when Novograd Volinskiy was on the Polish border. Until 1941, <sup>^</sup> military camp was located on

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Sovetskaya extended and <sup>was</sup> occupied by a cavalry unit, but it had since been demolished. The only camp still in use in 1958 was that located in the southeast part of town, which was occupied by a tank unit (no details).

3. The relatively few small factories and workshops in Novograd Volinskiy were the following:
- a. An alcohol distillery, located on Mezhdunarodnaya Street, which employed about 150 workers.
  - b. A brewery, located on Sovetskaya, which employed about 50 workers.
  - c. An agricultural machinery plant (zavod selkhoz mashin), located on Lenina, which employed about 200 workers in the production of seed drills and potato boilers for pig feeding, among other things.
  - d. A meat packing combine (myasokombinat), located on Lenina, which employed about 50 workers. The combine included a slaughter house, a cold storage building, and a sausage factory.
  - e. A regional dairy, located on Sovetskaya, which employed about 50 workers.
  - f. A town bakery, located on Sovetskaya, which employed about 50 workers. This was the only producer of bread in Novograd Volinskiy and vicinity.
  - g. The Petrovskiy tailors cooperative, located on Lenina, which employed about 100 workers.

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- h. The Mebelshchik cabinet makers cooperative, located on Pushkina, which employed about 70 workers.
  - i. The Smichka shoemakers cooperative, located on Mezhdunarodnaya, which employed about 50 workers.
  - j. The confections cooperative, located on Sovetskaya, which employed about 50 workers.
  - k. The town power station, located on Tyuremnaya Street, which was equipped with a 250-kilowatt diesel generator, a 600-kilowatt steam turbine generator, and a 100-kilowatt water turbine generator. The station had a total output of 900 kilowatts, which was insufficient for the town's requirements.
4. Public institutions in Novograd Volinskiy included three-10-grade schools (the only schools in the town), a military garrison hospital (garnizonny veon. gospital) with about 70 beds, a town hospital (gor. bolnitsa) with about 100 beds, a 20-room hotel on Mezhdunarodnaya, the Shchors movie theater at the corner of Lenina and Mezhdunarodnaya, the raykom and rayispolkom building on Lenina, and the town militia force building on Sovetskaya. The militia force consisted of 25 officers and men. Bolshakov (fnu), a Russian, was first secretary of the district Party committee in Novograd Volinskiy.

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- E
1. Panevezys [N 55-44, E 24-21], with a population of 60,000 (double its pre-World War II figure), was the fifth largest town in the Lithuanian SSR, following Vilnius, Kaunas, Klajpeda, and Shyaulyay. The population consisted mainly of Lithuanians, although there was also a large number of Russians.
  2. Before World War II the town had a canning plant, a brewery, a liquor distillery, a soap factory, five or six flour mills, and a meat packing plant which included the town abbatoir. Only one flour mill was still functioning in early 1961; the canning plant had been converted into a fruit packing plant, and the other plants remained unaltered. The only new plant established since World War II was a textile combine.

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3. The town flour mill, a rather large enterprise, occupied its prewar premises at the end of Kranto <sup>gave</sup>G-VE, on the right side of the street going from the town center. The fruit packing plant (former distillery) occupied a long, red brick, two-story building in the center of Kranto <sup>gave</sup>G-VE, also on the right side going from the town center. The alcohol distillery (spirt kombinat) was on Respublikas G-VE by the bridge over the Nevezys River which connected Respublikas G-VE and Stoties G-VE. The sugar factory was on the right side at the end of Pusolatas G-VE, which branched off the middle of Stoties G-VE. The new textile combine was also located on Pusolatas G-VE, about 200 meters from the sugar factory. The soap factory was located at the end of Gagarina G-VE (formerly Ukmerges G-VE), which branched off Lenino Aikste (square), ~~in the town center.~~
4. Lenino Aikste, in the center of town, was built after World War II on the site of the former town market and a large three-story building with numerous shops. The market and shops were demolished, and the site had been planted with flower beds. The following main streets branched off the square:
- a. Gagarina G-VE, which led to the only military (air force) camp in town and to a military airfield.
  - b. 9-Geguses G-VE (formerly 16 Vasario G-VE).

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- c. Klajpedas G-VE, which led to Shyaulyay.
  - d. Elektros G-VE. The town power station was located on this street before World War II. The premises of the station had been converted into a sports club, and in 1961 the town received its current supply from Shyaulyay.
  - e. Ramigalos G-VE, which led to the town civil airport.
5. Most of the town's public institutions were concentrated on Respublikas G-VE, a ~~main~~ <sup>main</sup> street which branched off 9 Geguses G-VE. The following institutions were located on the right side of the street going toward the railroad station:
- a. The Gorkompartii, in the middle section of the street in a three-story building whose construction as a private hospital was started by a doctor and was completed after World War II.
  - b. The Gos-Bank, next to the Gorkompartii in a two-story building which had housed a State bank before World War II.
  - c. The central post and telegraph office, telephone exchange, and town radio station (radyo-uzel), in a new, two-story building still under construction in the vicinity of the Gos-Bank.
  - d. The central town clinic, in a large two-story structure which was separated from the post office building by a small house.
- The following institutions were located on the left side of Respublikas G-VE, going toward the railroad station:

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- e. A Lithuanian-language high school (formerly Russian -language), directly opposite the Gorkompartii.
- f. The central <sup>Town</sup>~~town~~ park, in front of the town prison, situated near the high school.

There were no residential buildings on Respublikas G-VE.

6. Other public institutions in Panevezys were at the following locations:

- a. The Gorispolkom, in a two-story building on Lenino Aikste, which had been the town hall before World War II.
- b. The town and district Komsomol committees, in a single-story building on Ramingalos G-VE, near Lenino Aikste.
- c. The town hospital, in an extensive area, with several multi-storied buildings, situated on Gogola G-VE (formerly Senamesto G-VE).
- d. The Rayispolkom, near the town hospital on a different street (address not available).
- e. The town and district militia offices, in a two-story building by the Menas movie theater on 9 Geguses G-VE. The building had been a police station before World War II.
- f. The KGB, in a two-story building, opposite the militia on 9 Geguses G-VE, which had been the private residence of the mayor (Chodakauskas) before the war.

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7. The tallest building in Panevezys was a five-story apartment house on Elektros G-VE, which was completed in 1960. The other tallest structures in town were about three stories high.
8. The entire lengths of Respublikas G-VE, 9 Geguses G-VE, and Elektros G-VE were surfaced with asphalt. A street (name not available) which ran parallel to Gagarina G-VE, and led to Vilnius via the air force camp and nearby airfield, was also asphalt-surfaced. Klajpedas G-VE, which led to Shyaulyay, was surfaced with asphalt, except for a section of about three or four kilometers beginning at the end of Panevezys, which was stone-paved. All the other streets in Panevezys, including Ramigalos G-VE, which led to Kaunas, were paved with stones.
9. The town was bisected by the Nevezys River, which was spanned by two bridges:
  - a. A reinforced concrete bridge with low side walls, connecting Respublikas G-VE with Stoties G-VE. It was a very old bridge on the main traffic route to the railroad station. It had two traffic lanes and a sidewalk on either side.
  - b. A very old, reinforced concrete arch bridge, located on the road to Pasvalys /N 56-04, E 24-24/. It was a narrow bridge with a single traffic lane only.

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*buses which had*

10. Public transportation was provided by about 10 to 15 taxis and the following ~~bus~~ routes:
- a. From Stoties G-VE to Pajostas /sic, presumable Pajuostis, N 55-44, E 24-27, the location of the air force camp and military airfield.
  - b. From the sugar factory to the end of Ramigalos G-VE, via the town center.
  - c. From Klajpedas G-VE to Piniava township /N 55-47, E 24-22.
  - d. From Klajpedas G-VE to the meteorological station, via the town center.
11. There were central water and sewage systems only on Gagarina G-VE, 9-Geguses G-VE, Respublikas G-VE, and Lenino Aikste, servicing mainly the new buildings and only a few of the larger old structures. These systems had been under construction for many years; the work had been going slowly and had often been stopped altogether for various lengths of time.
12. The town garrison consisted of air force units only, concentrated in a cantonment (voyenniy gorodok) at Pajostas /Pajuostis, about three or four kilometers from the center of Panevezys. The prewar cantonment was located by a military airfield, and both were surrounded by barbed wire fences. Informant was unable to furnish any details on the cantonment, air force units, or airfield.

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13. A civil airfield was located on the extension of Ramigalos G-VE,  
about two or three kilometers from the town center.

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III

*The following is the legend to the attached map of Riga:*

1. Baltic Military District Hospital.
2. Varonis Rubber Products Plant, which manufactured rubber boots and motorcycle tires.
3. VEF Electrical Equipment Plant, which manufactured military and domestic radios and telephones; it was served by a railroad siding.
4. Diesel plant (dizelny zavod), which produced diesel engines for tractors.
5. Baltic Military District Headquarters, a six-story building renovated in 1955 or 1956, which formerly housed the Latvian SSR Ministry of Defense.

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6. Communist Party Central Committee Hospital, a five-story building at the corner of ulitsa Veydenbauma and ulitsa Melnichnaya.
7. Latvian SSR KG~~B~~ Headquarters, at the corner of ulitsa Lenina and ulitsa Engelsa.
8. Headquarters of an airborne army (designation not known), at the corner of ulitsa K. Marksa and ulitsa Veydenbauma.
9. Air force officers' school (Voenno-Vozdushnoye Uchilishche).
10. POL depot (nefte baza).
11. Military camp, which housed the artillery regiment of the 43rd Latvian Infantry Division until its disbandment in late 1954 or early 1955; the camp was subsequently occupied by an unidentified artillery unit.
12. Park 1905 Goda: In 1956 and 1957 great quantities of earth were removed, and building materials were brought to the site, which was fenced off. The work, apparently large-scale construction, was executed by prisoners. It was rumored that an extensive underground shelter was being built.
13. "Red Banner" Coastal Artillery School (Krasnoznamennoye Art. Uchilishche Beregovoy Oborony), an officers' school subordinate to the Navy, on ulitsa Tsitadelnaya.
14. Barracks of an unidentified naval unit, on the former site of the

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Nakhimov (Naval) School (Nakhimovskoye Uchilishche), which was disbanded in 1957.

15. Riga River Navigation School (Rizkskoye Uchilishche Rechnogo Flota), a civilian institution, on ulitsa Kugu.
16. Road bridge on ulitsa Lenina. Built in 1958, it had four lanes for vehicular traffic, two sets of tram tracks, and two sidewalks. It replaced a pontoon bridge which was reconstructed over the Zapadnaya Dvina at Daugavpils N 55-53, E 26-32.
17. Head office of Grazhdanskiy Aeroflot, the civil airlines company.
18. Industrial School (Remeslenoye Uchilishche), city Militia headquarters (gor. Militsya), auto inspection office (gos, avto inspek-tsya), and a pre-World War II, high, metal antenna tower.
19. Meteorological instruments plant (gidrometpribor), which began operation in 1955 or 1956.
20. Water pumping station (vodonapornaya bashnia).
21. Popov Radio Plant.
22. Penicillin plant, on ulitsa Moskovskaya.
23. Military camp with four or five four-story barracks, which housed an infantry unit.
24. Barracks occupied by an MVD guard battalion.
25. Interurban telephone exchange.
26. City Hospital No. 1 (I Gor, Bolnitsa).

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27. Frontier Guards Headquarters (unit level not known).
28. Telecommunications Ministry (Min. Sviazi), telephone exchange, and telegraph office.
29. Air Force Technical Academy (Voenno-Vozdushnaya Tekh. Akademia), a five-story building.
30. City Komendantura, a two-story building.
31. Officers' club gymnasium, at 3 ulitsa Gorkogo.
32. Latvian SSR Recruiting Office (Respublikanski Voenkomat).
33. Omitted.
34. Latvian SSR DOSAAF head office.
35. Baltic Military District officers' club, on ulitsa Komsomolskaya Naberezhnaya.
36. New square, and government office buildings and institutions, which replaced old, damaged buildings.
37. Military stores guarded by MVD troops; informant had heard that the stores contained chemical supplies.
38. A building of approximately 20 stories whose construction was completed in 1955. It was built of reinforced concrete, faced with marble, and cost 25 million rubles. The construction was faulty, causing the building to lean to one side, and several engineers responsible for its erection were arrested and imprisoned. The Ministry of Agriculture, for which the building was earmarked,

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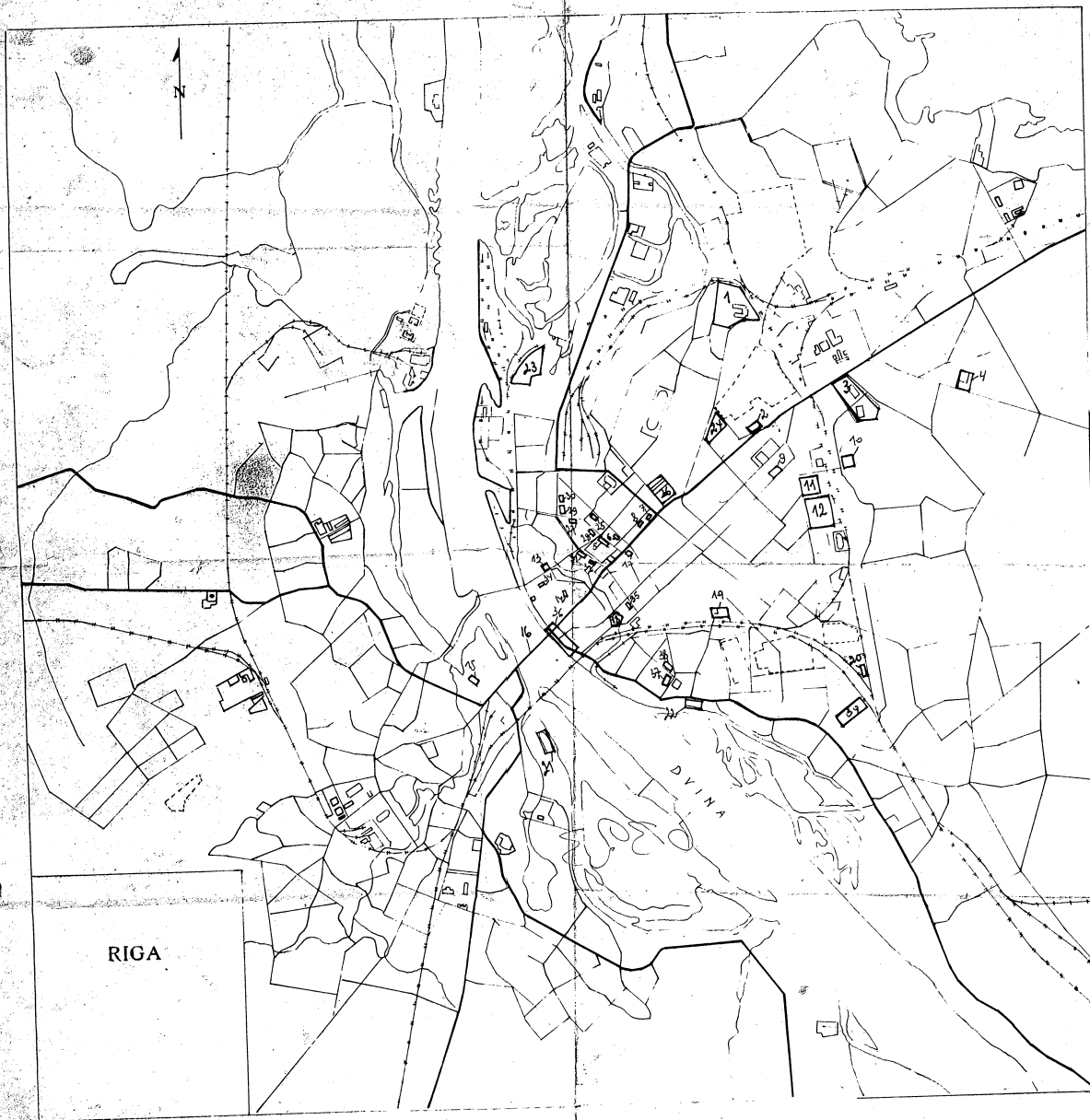
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refused to accept it, and in late 1958 it housed the Latvian Academy of Sciences.

39. Military camp housing an air force officers' school, a signals officers' school, and several unspecified military units.

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- G
1. In mid-1959, Tayshet N55-57, E98-00 had a population of about 70,000, a significant number of whom were former convicts who had settled in the town upon their release from nearby prison camps. Russians constituted the largest ethnic group among the inhabitants, the next largest groups being the Ukrainians and the Tatars.
  2. Tayshet was a stop on the East Siberian Railroad. The station building was an old wooden structure, and 12 sets of tracks passed through the station yard, which also contained workshops (zhel. dor. depo) employing about 200 workers. The railroad

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tracks which passed through Tayshet divided the city into two parts: the old section to the south and the new section to the northeast of the tracks.

3. The establishment of prison camps in the area in the 1930's marked the beginning of the city's development from a remote settlement of several hundred houses. About 90 percent of the city's buildings were one-story, wooden structures. Only the main thoroughfare, ulitsa Kirova, which was part of the Moscow/Irkutsk highway, was paved with stone, while other streets were unpaved and had wooden sidewalks along them. The city had no central sewage or water supply systems. The region around Tayshet was not a closed zone and contained no military camps. There were no limitations on entering the region or city.
4. The problem of ensuring the public's safety on the city streets was still a major one in Tayshet since, after dark, there were numerous instances of assault, robbery, and rape in the city.
5. The first urban bus line in Tayshet began operating in 1959. It ran from the motor transport base (avto baza) on ulitsa Oktyabrskaya to the Tayshet Lumber Directorate on ulitsa Kirova.
6. The city was not highly industrialized, its economy centered primarily around the lumber industry. Tayshet contained the

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offices of the following lumber directorates:

- a. Tayshet Lumber Directorate (Upravleniye Tayshet Les), which employed about 100 clerks and several thousand lumberjacks and lumbermen. About 60 percent of these people were convicts who worked in the directorate's sawmills and in the forests. Most of the directorate's output was marketed in Soviet Central Asia.
  - b. East Siberian Lumber Directorate (Vostochno Sibirskoye Lesnoye - Vos. Sib. Les. - Upravleniye), which employed about 100 clerks in its offices on ulitsa Kirova and thousands of lumberjacks, mostly on a seasonal basis (in the winter). This directorate marketed unprocessed lumber, which was sent primarily to Soviet Central Asia, usually by railroad.
  - c. East Siberian Woodworking Directorate (Vostochno Sibirskoye Drevyasnoye - Vos. Sib. Drev. - Upravleniye), which employed about 80 clerks in its offices on ulitsa Vokzalnaya and thousands of workers in the field. The directorate operated numerous sawmills and supplied construction lumber and other wood products to the cities of central Siberia.
7. The major industrial plants in Tayshet were the following:
- a. Mica Factory (Slyud Fabrika), which was an old factory,

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predating World War II, located on ulitsa Oktyabrskaya.

The factory employed about 150 workers in three shifts.

The mica was brought in large chunks from quarries in the vicinity of the city, and the factory cut them into thin layers, a process which was only partially mechanized. Most of the mica processed by the factory was sent to aircraft plants.

- b. Woodworking Plant (Leso Zavod), located on ulitsa Kirova, which employed about 300 workers. The plant included a sawmill and produced wooden construction components, such as doors, windows, and door frames.
- c. Sibirak Artel, located on ulitsa Kooperativnaya, which employed about 120 workers in the production of clothing and leather goods.
- d. Mechanical Bakery (Khlebozavod), located on ulitsa Vokzlanaya, which employed about 50 workers and supplied the city and environs with baked goods.
- e. Meat Products Combine (Myasokombinat), which employed about 100 workers and comprised a slaughterhouse and a factory for sausages and other meat products.
- f. Thermal electric power station (TETS), located on ulitsa Kirova, which supplied sufficient power to satisfy the city's needs. Tayshet did not suffer from failures or suspensions of electric power.

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- g. City motor transport base (Gor. Avto Baza), located on ulitsa Oktyabrskaya and equipped with about 100 trucks which served the local public institutions and the plants. The trucks were not used by the lumber directorates, each of which maintained its own motor transport depot.
8. The following local state, and Party institutions were reported:
- a. The rayon Party committee (Raykom Partii) was located on ulitsa Kooperativnaya.
  - b. The rayon executive committee (Rayspolkom) was located at the corner of ulitsa Kooperativnaya and ulitsa Pochtovaya.
  - c. The rayon KGB office was located on ulitsa Bazarnaya and employed about 20 people.
  - d. The city Militia office (gor. Militsya) employed about 20 officers and men. There were relatively large staffs of the KGB and the Militia because of the particular characteristics of the city and the composition of its population.
  - e. The city radio rebroadcasting center (gor. radio uzel) relayed transmissions originating at the Irkutsk radio station.
  - f. The local Gortorg encompassed about 40 shops, of which 30 percent sold clothing and 70 percent foodstuffs. Much of the goods handled by these shops was imported

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from China, shoes, clothing, furniture, rugs, fruit and ceramics being among the major items.

- g. Twelve schools were located in Tayshet, four of which were 10-year schools. There were no vocational secondary schools or schools of higher learning in the city.
  - h. Four hospitals: the 70-bed railroad hospital (zhel. dor. bolnitsa); the Tayshet Lag Prison Directorate hospital, equipped with 130 to 150 beds and the usual wards; city hospital, located on ulitsa Kooperativnaya and divided into two wards, one for maternity and the other for surgery, with a total of 50 beds; and the tuberculosis and isolation hospital (tuberkolozno-infektsyonnaya bolnitsa), which was equipped with about 60 beds. The city suffered from a shortage of hospital beds and required twice as many beds to satisfy the need.
  - i. Three movie theaters: Kino Khudozhestvennoye, on ulitsa Kirova; Zhel. Dor. Kino, near the railroad station; and Kino Tayshet Les, on ulitsa Kirova, which also served as a club for employees of the Tayshet Lumber Directorate.
9. The Tayshet Prison Camp (Leg) Directorate, located on ulitsa Kirova in Tayshet, was organized in 1937 and was responsible for about 20 prison camps in the area, all located within a 40-kilometer radius of Tayshet. The largest of these camps could accommodate about 2,500 prisoners and the smallest about

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350. Since the establishment of the camps, the prisoners had been used in the logging industry, in felling and trimming trees, in paving approach roads, and in work at the sawmills. During 1937-1940, the camps contained a great many political prisoners, ones who had been convicted during the Yezhovsh-China period, in addition to the common criminals. The number of prisoners diminished after the outbreak of World War II, when most of the common criminals and some of the political prisoners were released. In 1942, however, the number was again swelled by the streams of captured deserters from the army, the draft dodgers, and Polish refugees. Large numbers of political prisoners were again released as a result of the general amnesty following Stalin's death and, by 1959, the camps contained only about 40 percent of the number interned in 1953.

10. In recent years, the conditions under which the prisoners lived had been improved: the food and housing were better, the guards were more lenient, and the prisoners were driven to work in trucks rather than forced to walk.
11. Within the city of Tayshet there was a prison camp called Shtabnaya Kolona (Headquarters Camp) which contained between 300 and 400 prisoners. These prisoners were employed in the directorate's vegetable garden, the woodworking plant in the city, and the directorate's central workshops (shops for shoe-makers, tailors, hatters, etc.).

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1. The city of Tbilisi [N 41-42, E 44-45] was divided into seven town rayony: Leninskiy, Stalinskiy, Oktyabrskiy, Kirovskiy, Kalinskiy, Ordzhonikidzevskiy, and Rayon 26 Komisarov. The Leninskiy rayon was in the northwestern part of town and was popularly referred to as Nakhalovka. This rayon began at the edge of town and ended in the vicinity of the central railroad station. The station however, was included in the Stalinskiy rayon. The Stalinskiy rayon started very close to but northwest of the central railroad station and ended at the Stalin bridge (Most Im. Stalina), over the Kura River. The Oktyabrskiy rayon bordered upon the Stalinskiy rayon. The southeastern part of the town, i.e. the area southeast of the Kura River, was in the Kirovskiy rayon. The rayon in the center of town was the Kalininskiy rayon, which started at the central town square, Ploshchad Im. Lenina, included the town's

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main street, Prospekt Shota Rustaveli, and ended at a quarter called Bake, where the Ordzhonikidzevskiy rayon started. The easternmost part of town, on the left bank of the Kura River, formed the Rayon 26 Komisarov (informant did not know the borders of this rayon). The Ordzhonikidzevskiy and the Kalininskiy rayony contained no industrial enterprises. The Ordzhonikidzevskiy rayon, though it served as a residential quarter, contained all the academic and scientific institutions in the city; these included Stalin University, a medical school, a polytechnic institute, an agricultural high school, a high school for road engineering, and the Academy of Sciences. The new Lenin stadium was also located in the Ordzhonikidzevskiy rayon. The Kalininskiy rayon contained most of the public institutions of the city.

### Industry

2. The largest rayon and most important one from the standpoint of industry was Rayon 26 Komisarov. Among the plants situated in this rayon were Aircraft Plant No. 31, which was located at the eastern outskirts of town on the west bank of the Kura River, a radio plant (radyo zavod), a leather goods factory (obuvnaya fabrika), an oil mill (masloboyniy zavod), a margarine plant (margarinniy zavod), a confections factory (konfetnaya fabrika), a large flour mill, the large Bakery No. 1 (Perviy Khleb Zavod), a tobacco factory (tabachnaya fabrika), many sawmills, and a furniture factory. Also located in this rayon were a military hospital, streetcar terminal No. 2, and a railroad station, mainly for freight, called Stantsiya Navtlug.

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Informant knew nothing about these plants and could not pinpoint 50X1-HUM them or other objectives on a map. Regarding Aircraft <sup>Plant No. 31, he knew</sup> ~~industry~~ only that the plant was connected with the aircraft industry.

3. There were several industrial enterprises in the Leninskiy rayon. One of the largest plants in this rayon, and in the entire town, was the Kirov Metal-working Machine Factory (Zavod Im. Kirova). The Kirov Plant was located on the outskirts of town close to the railroad line to Batumi, to the right [north] of the line. The rayon also comprised a brick plant (kirpichniy zavod), an asphalt plant (asfaltniy zavod), a large textile factory (sukonnaya fabrika), a piano factory (muzykalnaya fabrika), Factory No. 1 for ready-made clothing (sedmaya sheveynaya fabrika), Factory No. 7 for ready-made clothing (sedmaya sheveynaya fabrika), three or four tricot goods factories, a dairy (molochnaya fabrika), and two or three sawmills.

4. Some of the industrial plants in the Kirovskiy rayon were the Kamo Mechanical Plant (Mekh. Zavod Im. Kamo) <sup>for metal-working machines,</sup> located on Ploshchad Bebel, Factory No. 6 for ready-made clothing (6-ya Shveynaya Fabrika), located opposite the Kamo Plant, a soap factory (mylnaya fabrika), a cotton processing factory (vatnaya fabrika), a tricot goods factory called Fabrika Komsomolka, and two tanneries (Khoz. Zavod Nr. 1 and Khoz. Zavod Nr 2). There were several sulfur baths in the Kirov rayon. The only jail in the town was located in this rayon.

5. Large arms and ammunition stores (arsenal) were located in the Oktyabrskiy rayon, adjoining which was military enterprise (output unknown) called Mekh. Zavod Im. Ordzhonikidze. There were no other enterprises of note in this rayon.

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6. Railroad locomotive and car repair shops (vagonoremontny zavod) were located northeast of the central railroad station, the distance of about a 20-minute walk from the station. In the same area were town streetcar depot No. 1 (perviy tramvayniy park), town stadium No. 1 (ferviy stadyon), the Stalin town market (bazar im. Stalina), a copper rolling mill (medno-prokatniy zavod), which was situated opposite the railroad station close to the Stalin market, the Kalinin Mechanical Plant (Mekhanicheskiy Zavod im. Kalinina), which was located near the rolling mill and produced nails, wires, etc., and the Ordzhonikidze town park. This park was situated one kilometer from town stadium No. 1 in the direction of the Kura River. A smaller park was located between this stadium and the rolling stock repair shop.

#### Military

7. Many servicemen were stationed in Tbilisi. Most of the military units were concentrated in Rayon 26 Komisarov, where there were numerous barracks. Other barracks were located in the Ordzhonikidzevskiy rayon, the Leninskiy rayon, and other quarters. Informant knew nothing about these units or the exact location of their barracks.

8. Movement to and from Tbilisi was unrestricted and did not require a special permit. Tourist traffic from both Eastern and Western countries had recently been very much in evidence.

9. Informant knew of no missile production, atomic weapon dumps, or closed zones in the city or area.

#### Public Utilities

10. The water network and central sewerage system in Tbilisi reached every part of the city. Until about six or seven years ago, Tbilisi

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received its drinking water from the Kura River but, since that time, the water had been obtained from the springs in the neighboring mountains. There were no pumping stations or water works in the city itself.

11. The only power station in the town was the Artachalskaya hydroelectric plant (GES), which had been erected in 1954 or 1955 on the Kura River at the end of Myasnikova Street, Kirovskiy rayon. The station consisted of a single structure about 30 meters high. Informant knew no further details about the station.

12. A broadcasting station was known to exist in Rayon 26 Komisarov, between the leather goods factory and Aircraft Plant No. 31. It was situated on the left side of the road which led from the town center to Plant No. 31. The station transmitted without interruption from 0600 to 0100 hours on all days except Wednesdays and Fridays, on which days there was an intermission between 1500 and 1700 hours. Informant knew no further details about this station, or about others presumed to exist.

13. There were two television stations in Tbilisi. Construction of both stations had been completed in 1957; one was situated in Rayon 26 Komisarov, on the site of a former Armenian cemetery, and the other in the Kalininskiy rayon, on the top of the Funikkolor Hill. Both stations had tall metal-lattice aerial masts and transmitted daily from 1200 to 1400 hours and from 1800 to 2300 hours.

#### Public Institutions

14. Most of the public institutions in Tbilisi were centered in the Kalininskiy rayon. Some of the institutions situated on Prospekt

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Shota Rustaveli in this rayon were the following: Government House (Dom Pravitelstva); Communications House (Dom Svyazi), which included the central post office, the telegraph office, and the telephone exchange; Pioneers House (Dom Pyonerov); the opera; the Rustaveli theater; the Rustaveli movie theater; the Inturist offices, the Gostinnitsa Tbilisi Hotel; the Institute for Marxism (Engels) - Leninism (Institut Marksa-Engelsa-Lenina); the press and editorial board of Zorya Vostoka; a town park called Park 26 Komisarov; the town museum; a department store; and numerous other shops. The republican and provincial offices of the MVD and KGB occupied a building behind the Institute for Marxism-Leninism, not on Prospekt Shota Rustaveli.

#### Transportation Facilities

15. Public transportation in Tbilisi was well organized, consisting of six road bridges over the Kura River, streetcar, trolleybus and bus lines, and many taxicabs. Construction of a subway was begun in 1954 or 1955. The digging of its shafts was started simultaneously in several places, such as at Ploshchad 26 Komisarov in Rayon 26 Komisarov, at Vokzalnaya Ploshchad (the square near the central railroad station), and on Spusk el Bakidze Street. Though construction work on the subway continued without interruption it appeared to proceed rather slowly and on a small scale. By early 1961, it was still not clear whether or not the work had been completed or when the subway would be opened for use.

16. The civilian airfield in Tbilisi was located in the vicinity of Rayon 26 Komisarov and could be reached by special bus from Ploshchad

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Lenina. The ride took about one and one-half hour.

17. All streets in Tbilisi, without exception, were surfaced with asphalt. The same was true for all the inter-urban highways and the roads connecting the city with small district towns.

18. The six road bridges over the Kura River in the town were the following, in their order upstream from east to west:

- a. The easternmost bridge, called Artachalskiy Most, connected the Kirovskiy rayon with Rayon 26 Komisarov. It was situated near the city jail.
- b. The Maydanskiy Most connected the Kirovskiy rayon, at a square called Maydanskaya Ploshchad, with the Oktyabrskiy rayon, at the Peski quarter.
- c. The Mukhranskiy Most also connected the Kirovskiy rayon, at ulitsa Mukhranskogo, with the Oktyabrskiy rayon, at ulitsa Vinniy Podem.
- d. The Vorontsova Most connected the Kalininskiy rayon, at Park 26 Komisarov, with the Oktyabrskiy rayon, at Ploshchad Vorontsova.
- e. The Most Stalina connected the Ordzhonikidzevskiy rayon, at ulitsa Spusk el Bakidze, with the Stalinskiy rayon, at Plekhanovskiy Prospekt (formerly ulitsa Mikhaylovskaya).
- f. The Most Geroyev connected the Ordzhonikidzevskiy rayon, at Ploshchad Geroyev, with the Stalinskiy rayon, at ulitsa Vokzalnaya.

19. Some of the streetcar routes in the city were the following:

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- a. Lines Nos. 1 and 2, from the central railroad station to the Ordzhonikidzevskiy rayon by way of the Stalinskiy rayon.
- b. Lines Nos. 4 and 10, from the central railroad station to the Kirovskiy rayon by way of the Oktyabrskiy rayon.
- c. Lines Nos. 6, 11, and 12, from the central railroad station to the end of Leninskiy rayone by way of the Oktyabrskiy rayon.
- d. Lines Nos. 7 and 8, from the central railroad station to Rayon 26 Komisarov by way of Kalinina Street in the Oktyabrskiy rayon.
- e. Lines Nos. 9 and 15, from the Kirovskiy rayon to Rayon 26 Komisarov.

20. No streetcars traversed the main thoroughfares in the city (Prospekt Shota Rustaveli, Plekhanovskiy Prospekt and others), only trolleybuses and buses. All the bus and trolleybus lines started on Ploshchad Lenina in the Kalininskiy Rayon and ran into all the rayony. Trolleybuses Nos. 1, 2, and 3, for example, went to the central railroad station. There were a total of about eight or nine trolleybus lines.

21. Taxi<sup>c</sup> stands were located at Ploshchad Lenina, Maydanskaya Ploshchad, Ploshchad Ordzhonikidze, Ploshchad GEroyev, and next to the central railroad station.

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